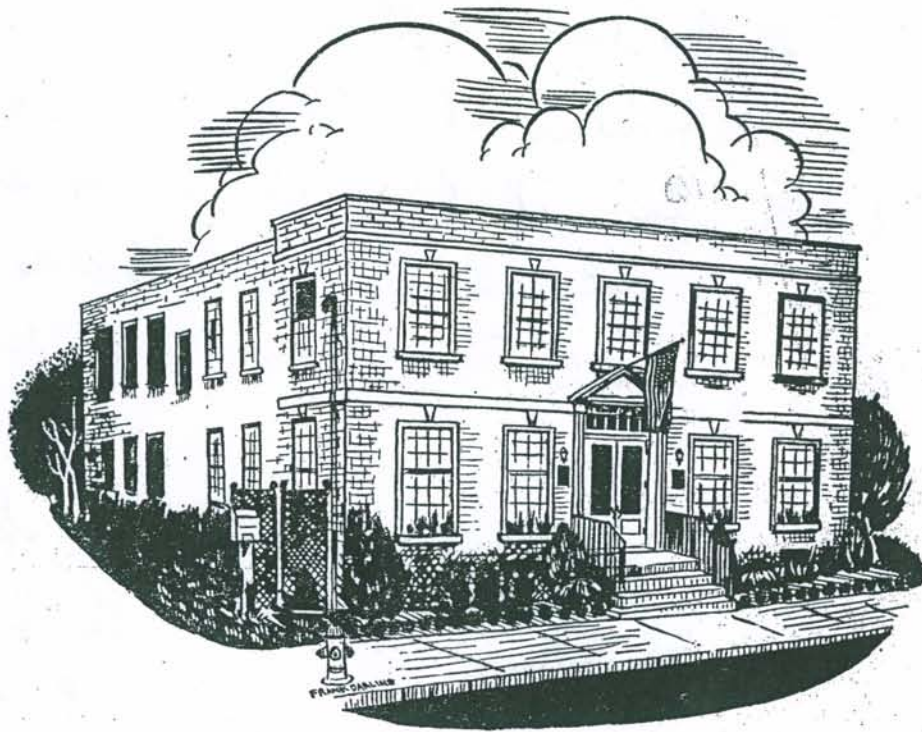


1660



1960

~ *Tercentenary Celebration* ~



HISTORY

TOWN OF RYE, NEW YORK

September 1960

PRICE - ONE DOLLAR



January 1st 1992

Presented with Town of Rye Bicentennial Plate
(1660-1960). in Commemoration of the swearing-in
of James R. Sapiore as Supervisor of the Town of
Rye, and to be kept in the town rooms
and in particular the Supervisor's office
until the town of Rye ceases to exist and
then to be placed in a suitable museum
setting for all Free men and women to
see.



Sadie Solomon V. Rye
P.C. Historical Society
and
Presenter from her own
Collection.

~ Tercentenary Celebration ~

TOWN OF RYE, NEW YORK

Founded on Faith



Growing on Strength

EVENTS

SPONSORED BY THE COMMITTEE

1960

Tercentenary Queen's Contest	May 15 - 29
Band Night and Queen's Coronation	June 7
Ryan Stadium	
Independence Day Essay Contest and Celebration	July 4th
In cooperation with Independence Day Committee	
Ryan Stadium	
Queen's Banquet and Ball	September 24
Playland Casino	
Town of Rye Art Exhibition	September 10 - October 2
Corpus Christi School	
Parade of Progress	October 9
In cooperation with Columbus Day Committee	
Industrial Exposition	October 2 - 6
Corpus Christi School	
300th Anniversary Symphony Concert	October 7
Westchester Symphony Orchestra	
High School Auditorium	
Broadway Musical — "Of Thee I Sing"	October 24
Westchester County Junior Players	
High School Auditorium	



STATE OF NEW YORK
EXECUTIVE CHAMBER
ALBANY

NELSON A. ROCKEFELLER
GOVERNOR

August 26, 1960

Dear Mr. Sniffen:

Please convey my warm regards to the officers and people of the Town of Rye on the occasion of the great celebration of Rye's 300th anniversary.

It is most fitting that we observe the Tercentenary of one of our oldest towns. The inhabitants of Rye have many causes for pride aside from the great strides achieved since the first settlers bought Manussing Island from the Mohegans for eight coats, seven shirts and fifteen fathoms of wampum. Fabulous changes have taken place since the site of Rye was known as Poningo Neck.

Rye is known today as one of the happiest communities in the Empire State, a pleasant place in which to live and work.

May Rye progress in the years to come as it has in its first three centuries. My best wishes for a successful and happy celebration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Nelson A. Rockefeller", written in a cursive style.

Mr. William L. Sniffen
Co-Chairman, Tercentenary Celebration
Town of Rye
31 West View Avenue
Port Chester, New York



ANTHONY POSILLIPO
SUPERVISOR

The year 1960 marks a significant milestone in the history of the Town of Rye. Three centuries of existence in any community proves the determination to surmount almost unbelievable obstacles, patience to pursue a predetermined goal and courage to face the dramatic realities arising at every turn of the road.

This was the credo of the four men who signed the original agreement with the Indians back in January of 1660 and it has been a part of the Town's standards ever since. Yes, the Town of Rye has grown steadily in these three centuries. Credit, of course, should be given to the outstanding men and women of our community whose dedicated service has brought us to this memorable year, but a Town so dedicated cannot stand still, and we look forward today with the determination of our founding fathers that to continue to progress we must be constantly aware and vigilant in this vastly changing era.

No one can actually say what lies ahead for our people in the next decade but those of us who hold responsible positions in Town Government which determines the course the Town shall follow are constantly striving to meet the challenge of this nuclear era that unfolds before us.

Great has been our history; greater yet will be our opportunities. If we as a Town Government can succeed as well as our predecessors, then all our people will benefit.

Let us all in this commemorative year join together in making the Town of Rye a symbol of progress for all of America.

I would like at this time to express my sincere thanks to the many Town residents who have undertaken the responsibilities of commemorating this 300th Year.

ANTHONY POSILLIPO

Supervisor, Town of Rye

HISTORY
of the
TOWN OF RYE
New York

Compiled and Edited During the
300th Anniversary Year of 1960

By
LOUIS C. A. LEWIN
and
WARREN J. LEWIN
Historians for the Tercentenary Committee



All Art Work Drawn By
FRANK DARLING
Executive Committee Member



TERCENTENARY OFFICERS

HON. ANTHONY J. POSILLIPO
Supervisor, Town of Rye, N. Y.
Honorary Chairman

WILLIAM L. SNIFFEN
WARREN J. LEWIN
Co-Chairmen

MRS. WINIFRED DE VEAU
Secretary

EDMUND M. FORSYTHE
Treasurer

Foreword

LOUIS C. A. LEWIN

The word town is a corruption of the word "tun" meaning enclosure derived from those Teutonic people the early German tribes. Town government is the oldest in the State. The various acts of the legislature have been codified into what is now known as the "Town Law."

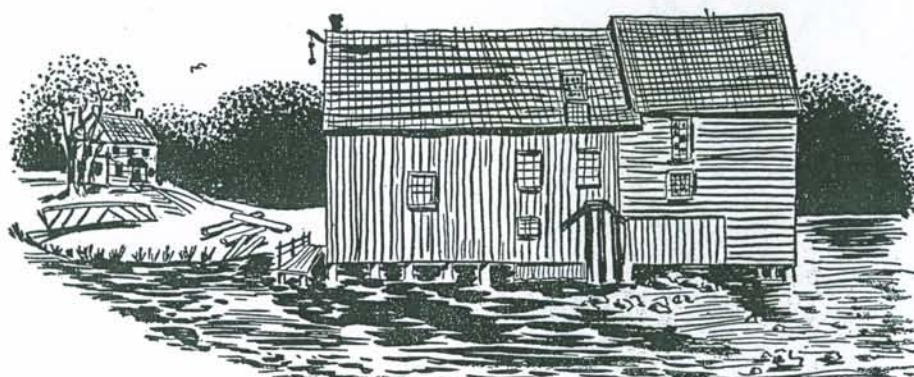
A Town is defined as a municipal corporation comprising the inhabitants within its boundaries and formed for the purpose of exercising such powers and discharging such duties of local government and administration of public affairs as have been or may be conferred or imposed upon it by law.

Towns as such, loosely existing without definite boundaries, were confirmed by events beginning in August 1664 when Colonel Richard Nichols, under a commission as Governor from the Duke of York, anchored his fleet off Coney Island and demanded the surrender of the Dutch. Notwithstanding the strenuous opposition of Peter Stuyvesant, Articles of Capitulation were agreed upon by Nichols and the Dutch, and Nichols proceeded to immediately establish a Shire Government patterned upon that of England, including Long Island, Staten Island, and the territory embraced in the present County of Westchester in a single shire. He divided the shire into three districts or ridings, appointed a High Sheriff for the shire and a Deputy Sheriff for each riding. Justices of the Peace were also appointed to serve at the pleasure of the Governor. The shire was appropriately named "Yorkshire."

Early in the following year, Nichols summoned two delegates from each town in the shire to attend a convention at Hempstead on Long Island. At this meeting he submitted a code of laws for confirmation. This code has since become known as the "Duke's Laws." The Duke's Laws provided for the establishment of the boundaries of the existing towns and conferred other powers of regulation and government.

The Town of Rye had its inception in the year 1660 when the first settlers arrived and established themselves on Manursing Island, then called Manussing Island. Baird's History of the Town of Rye fixes the date when Peter Disbrow, John Coe and Thomas Studwell concluded their treaty with the Indians for the purchase of this Island as the 29th of June 1660.

History of Our Town



KIRBY MILL — 1770

Our Town nestles in a valley in the background of which lie the picturesque hills and dales of Westchester County. Our Town of Rye borders on Long Island Sound bordering on Connecticut at the gateway of New England within convenient commuting distance from New York and in the metropolitan area. While we started with the Boston Post Road running close to the sound and constituting our main highway, a toll road along which passed the horse-drawn stages, modern parkways and paved highways over which pass speedy motor vehicles now link our Town to all the cities, towns and villages of this great country of ours.

We started as a small settlement on Manursing Island, then developed Poningo Neck, which now is the business section of the City of Rye, and Saw Pit, which now is Port Chester on the Byram River, with paths leading to various parts of the town. The Post Road, King Street and Grace Church Street were among some of our earliest carriage paths. Water transportation and stagecoach were the sole links the early settlers had with the outside world. The young settlement known as Saw Pit, so named from the saw pits then in use, continued as such until it outgrew this homespun name and became Port Chester by incorporating as a village in 1868 signifying a sea port which it remains to this day.

We have always been a border town often a "no man's land" as the dispute between New York and Connecticut raged until finally settled, meanwhile parts of the town being shuttled back and forth, first one state and then the other claiming sovereignty. The first settlers arrived in June 1660 and landed on "Manursing" Island, bargained and bought of the Mohegan Indian Tribes for eight cotes, seven shirts, and fifteen fathoms of wampum, the land now known as Manursing Island.

Peter Disbrow, John Coe, Thomas Steadwell and later John Budd were the active leaders in the first settlement, at Manursing Island also called Hastings. This settlement soon ceased to be the principal habitation as most of the settlers moved to Poningo Neck now the site of the City of Rye and to the site on the banks of the Byram occupied by the first settlers of "Saw Pit," now known as Port Chester.

Early life in the settlement was strenuous. Attacks by Indians and severe winters were a deterrent to these early settlers. Farming, fishing, logging, and trading were the principal occupations. At Saw Pit logs were cut for use in shipbuilding operations. Our town had no improvements in those days and homes were simple and crude. The seed sown by these early settlers was nurtured and grew to the present day when we enjoy the modern conveniences of our times.

REVOLUTION

Today as from time immemorial our world has faced the threat of war. The French and Indian war plagued the early settlers of our town. Again the Revolution which followed called on the energies and resources of our people. Saw Pit was one of the most important military outposts of the American Army in our county. During the entire war the sector between Connecticut and New York City was "debatable" ground. The Dutch and British loyalists having a stronghold on New York City harassed our people all during the revolution. William Street commonly known as "Bloomer Hill" held an encampment of American forces and was an excellent position for observation because of its height and consequent visibility. The area was occupied by the military during the entire conflict. French troops were stationed on the west side of King Street.

Byram and Glenville Bridges were sites of skirmishes between the Continental Army and the British redcoats. The American forces in this section were the extreme left advance or forward post of Washington's Army and while the British held New York City they were able to hold British raiding parties in check in their attempted raids on various sections of the town. It was on the occasion of one of the British raids that General Israel Putnam, whose headquarters were periodically in the Bush home-stead on King Street (now a historical museum), met with his famous adventure on "Put's" hill in Greenwich. On this raid the American forces surprised the British in their attempt to destroy the salt works in Greenwich; the Americans were scattered and the British accomplished their object. General Putnam however escaped down "Put's" hill and galloped by horseback to Stamford to gather the militia. He returned with them forcing the British to retire to New York after a hard fought engagement at Byram Bridge.



SPRIT OF '76

The early inhabitants during the revolution were terrorized by raiding parties who at night set the sky aglow with flames from some unfortunate family's farmhouse or barn in this region of so called "Debatable Land." Added to the menace of the British soldiers, our forefathers were in danger of being reported to the British Crown by Tories or Loyalists. Cowboys, skimmers and outlaws took advantage of the military situation and pursued their pilfering, raiding, and even murdering the townfolk. Shuball Merritt was one of the most feared of these men, who it was said, "would shoot a man just for the pleasure of it." He was killed sometime after the Revolution by a young man whose father he had murdered. The Town had its villains and enemies threatening its very existence during these trying days of political upheaval and military exigency.

The prevailing opinion among the early settlers was that no section suffered more during the revolution than the Town of Rye, a so called "Neutral Ground." Even after the termination of the war by the surrender of Cornwallis at Yorktown, New York still remained in the hands of the British. This occupation ended on November 23, 1783.



UNDERHILL LYON HOMESTEAD
Byram Bridge

The Underhill Lyon homestead at the foot of Byram hill was typical of the early revolutionary farmhouses. Many skirmishes were fought near this site at Byram Bridge during the war. The house has since been moved and is maintained at the foot of Byram Hill by Greenwich Civic Organizations as a historical site. It was occupied by the same family for 300 years, the Lyon family being one of the oldest inhabitants in this vicinity.

This spot on the old Post Road, where a toll house was once operated, has since given way to progress by the erection of a modern one way traffic road and regraded Byram Hill, including another bridge.

POST REVOLUTION

The post revolutionary period (1783-1790) saw considerable upheaval and unrest among the town families returned to their homes after a long absence and found them in a deplorable condition. Both the churches had been burned and many buildings were in a dilapidated condition. The return of the Continental soldier to his home was a sad event as many came back to find their families beggared or dispersed or their parents and friends dead. Many came back in want and misery with suffering from disease and penniless to face a dire future.

The year 1798 saw Mr. Jared Peck arrive in Saw Pit. He entered into business and contributed to its development more than any other man of his time. He engaged in the "carrying trade" buying up grain and other crops from the surrounding farms and transported these products to New York City. Four market sloops were engaged in this trade carrying produce to and from Saw Pit. Mr. Peck also had manufacturing interests, owning several mills, including one grist mill on the Byram River near the present crossing of the New Haven Railroad.

The Village of Saw Pit was described in 1811 by Dr. Timothy Dwight as being a "decent village containing fifty or sixty houses along the Byram River." He stated "the Southern part of the village was called Saw Pit, the northern Byram." The population in 1810 was 1278 including the whole Town of Rye with settlements at Poningo (now City of Rye) and Saw Pit (now Port Chester). The taxable property of the Town in 1810 was estimated at about \$319,871.

WAR OF 1812

The War of 1812 caused some concern to our Village as it was a port and produce was shipped to New York. The British had three vessels lying at anchor off Manursing Island ready to destroy produce boats en route to New York City. They were successful in destroying some boats, but American Gunboats dispatched from New York set out after them. The British vessels sighted them and took advantage of a fresh breeze to sail away before the gunboats were able to capture them. The object of the British was to blockade New York City and starve its inhabitants, as food would be prevented from getting through to the city.

LAFAYETTE VISITS

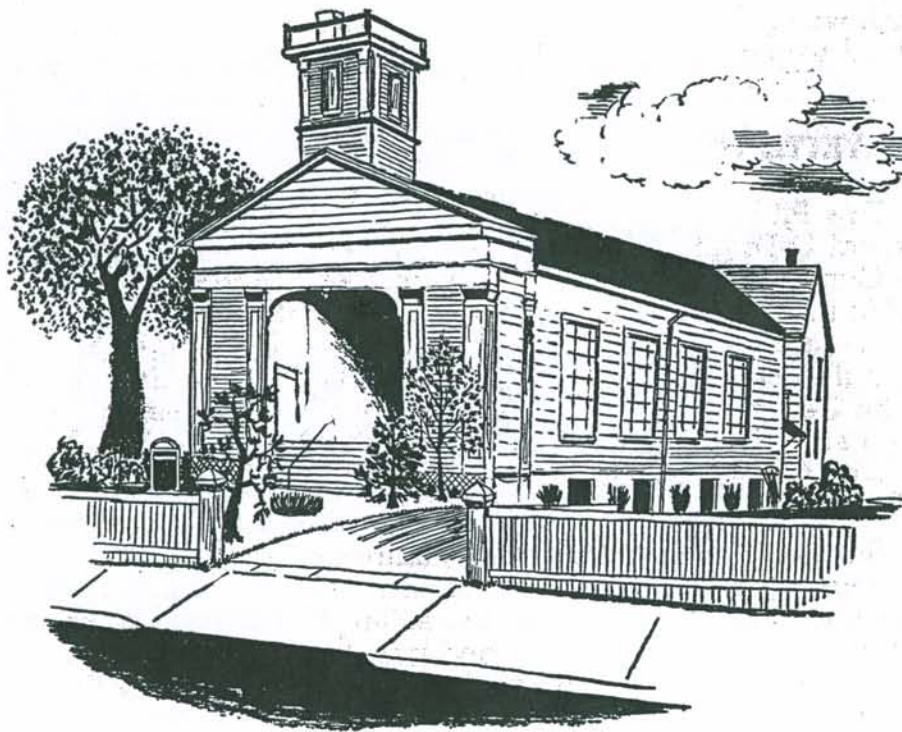
Saw Pit had the pleasure in 1824 of honoring the presence of General LaFayette journeying from New York to New England. The General stopped and was honored by a parade and a banquet in the DeSoto House which stood on North Main Street opposite the present County Trust Company Bank building and on the original site of the Port Chester Savings Bank. A public reception for the General was held at the home of Willet Moseman and he was then escorted to Byram Bridge where the Connecticut Militia received him with an honor guard.

Saw Pit was expanding, and contributing to this growth was the steamboat landing at Rye Port (now Greyrock). Steamboats were now superseding the slower sailing vessels and were used by the inhabitants to travel to and from the city. The mail stages between New York and Boston continued to run along the Post Road until about 1830.

PORT CHESTER VILLAGE

The year 1834 saw a progressive element within our town advocating the adoption of a new name — Port Chester. This caused strife among the two factions, the old timers and the so-called progressives. Three years of struggle ensued with the question starting at the debate stage and then taken to the courts.

The Saw Pits were led by Captain Gilbert, and Joshua Lyon, Tommy Lyon, Dan Lyon, Esra Wetmore, Larry and James Brown, Charles Carpenter, William Brush and numerous others. The Port Chester advocates were represented by Horace Smith, Hon. Jared V. Peck, John P. Agall, James Blackstock, William A. Brush, George Woodward, Captain Ben Merritt and others. The question was finally settled by action of the General Assembly in 1837 and the name of Saw Pit made history, Port Chester was born.



PRESBYTERIAN CHURCH
North Main and Highland Streets

EARLY CHURCHES

The Presbyterian Church, first house of worship to be built in Port Chester, was raised upon a plot of ground on North Main Street given by Mr. George Ade. The lower portion of the church was dedicated as a place of worship on December 19, 1830, the Rev. Joel Mann of Greenwich preaching. The church was united with the Rye Presbyterian Congregation and remained so until 1852 when the two groups dissolved, each to become a separate church. The building measured 35 by 60 feet, contained 42 pews and the total cost was \$2,100.

Monday, July 15, 1844 the Episcopal Church building on North Main Street was opened for worship and consecrated by Bishop Onderdonk as St. Peter's Chapel in connection with Christ Church, Rye. This building was on North Main Street near where the railroad crossed. It remained until December 21, 1883 when it was destroyed by fire on a bitter cold day, the fire supposedly caused by a spark from a passing train locomotive igniting the roof.

St. Peter's remained part of the Rye Church until April 1852 when it was incorporated, calling its first pastor, the Rev. Isaac Peck, followed by the Rev. Samuel Hollingsworth its first Resident Rector. He served from 1859 - 1872. St. Peter's then acquired the "Drumgold" lot at the corner of Westchester Avenue and Smith Street and thereon built its new sanctuary which was opened for the initial service July 1890. The Rev. Lewis W. Howell is the present rector.

The 1850's saw another church organized in Port Chester, namely the Church of Our Lady of Mercy. This building was erected on West Broadway (now extinct) which ran along the west side of the railroad by the Civil War Monument. The church, a white frame structure with a brick rectory, served until the Congregation moved in 1892 to its present location on Westchester Avenue. The Rev. Martin Dowling was first pastor in the new edifice on Westchester Avenue with the Rev. John M. Waters following. The Rt. Rev. Msgr. Lafayette W. Yarwood is the present rector.

The Methodists have met in Port Chester since 1831 when they gathered in a small chapel at Summerfield Park. In 1857 the congregation undertook the erection of a new church and after plans were made and subscriptions received, the church was erected and dedicated Sunday, August 15, 1858, Bishop James officiating. This church took its present name "Summerfield Methodist Church" in 1864 after John Summerfield, a brilliant young Methodist preacher. It stood until 1901 when the present church was built. The church is presently led by the Rev. Walter S. R. Powell, the pastor.

The Baptists first had a church on King Street about three miles from the village near what is now the Merritt Parkway. It was called the King Street Baptist Church. This congregation had existed some years before the Revolution. The old burying ground still exists there. It was constituted in 1773 with 54 members. The Rev. Nathaniel Finch was pastor from 1784 - 1826.

This church continued for some years and eventually was merged with the North Baptist Church. The Rev. E. S. Raymond was pastor of the King Street Church from 1826 - 1836 and from 1841 - 1862. Mr. Raymond resigned this pastorate and became pastor of the North Baptist Church which was dedicated on February 2, 1865. The church had its first building on Willett Avenue until they sold it to the Congregation of the Sacred Heart of Jesus. They then met on Westchester Avenue in the old Congregational Church. In 1924, the Baptists under the Rev. Charles Schwiekert, D.D., Pastor, constructed their present house of worship on the corner of Poningo and King Streets. The Rev. Paul Conrad, D.D., led the church in building an addition for its educational division. The Rev. Sidney Larson was called to the pastorate in 1960 after Dr. Conrad's retirement.

SYNAGOGUE

Originally founded in 1898 by persons of the Jewish Faith residing in Pemberwick, the first Synagogue was at 253 Willett Avenue, Port Chester, New York.

Subsequently, about 1902, a building was purchased on Lake Street, Port Chester and remodeled into a Synagogue. The building on Lake Street was used for Daily and Saturday Services. This organization was known as Congregation Kneses Israel.

During 1903, Congregation Tifereth Israel purchased the land at 66 Traverse Avenue and built a Synagogue on it. Both organizations functioned separately until 1929, when they merged into one organization, under the name of Congregation Kneses Tifereth Israel.

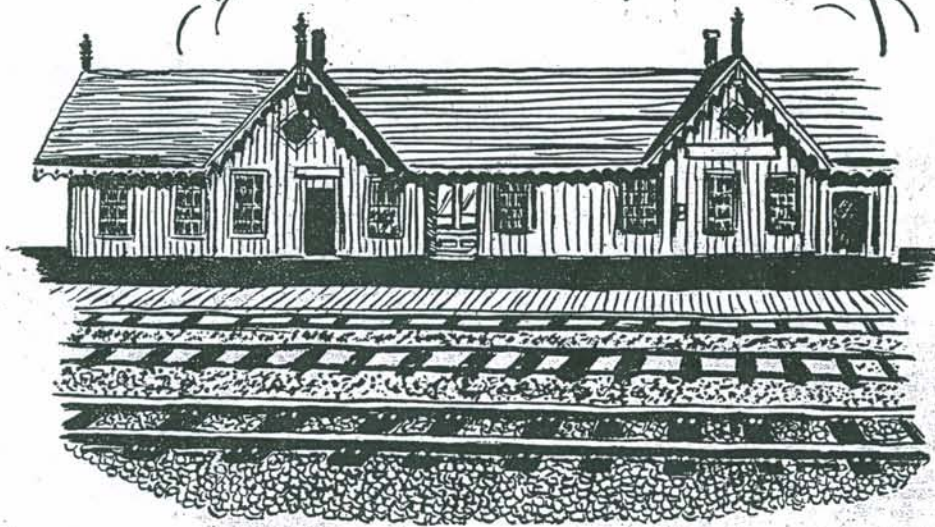
Since the amalgamation, they have built the Center at 258 Willett Avenue, and at the present time the Congregation itself is located in its new building at 575 King Street, Port Chester.

President is Joseph Ellenbogen; First Vice President, Clifford Rosen; Second Vice President, George E. Gruber; Treasurer, Benjamin Granowitz; and Secretary, Abraham Langer.

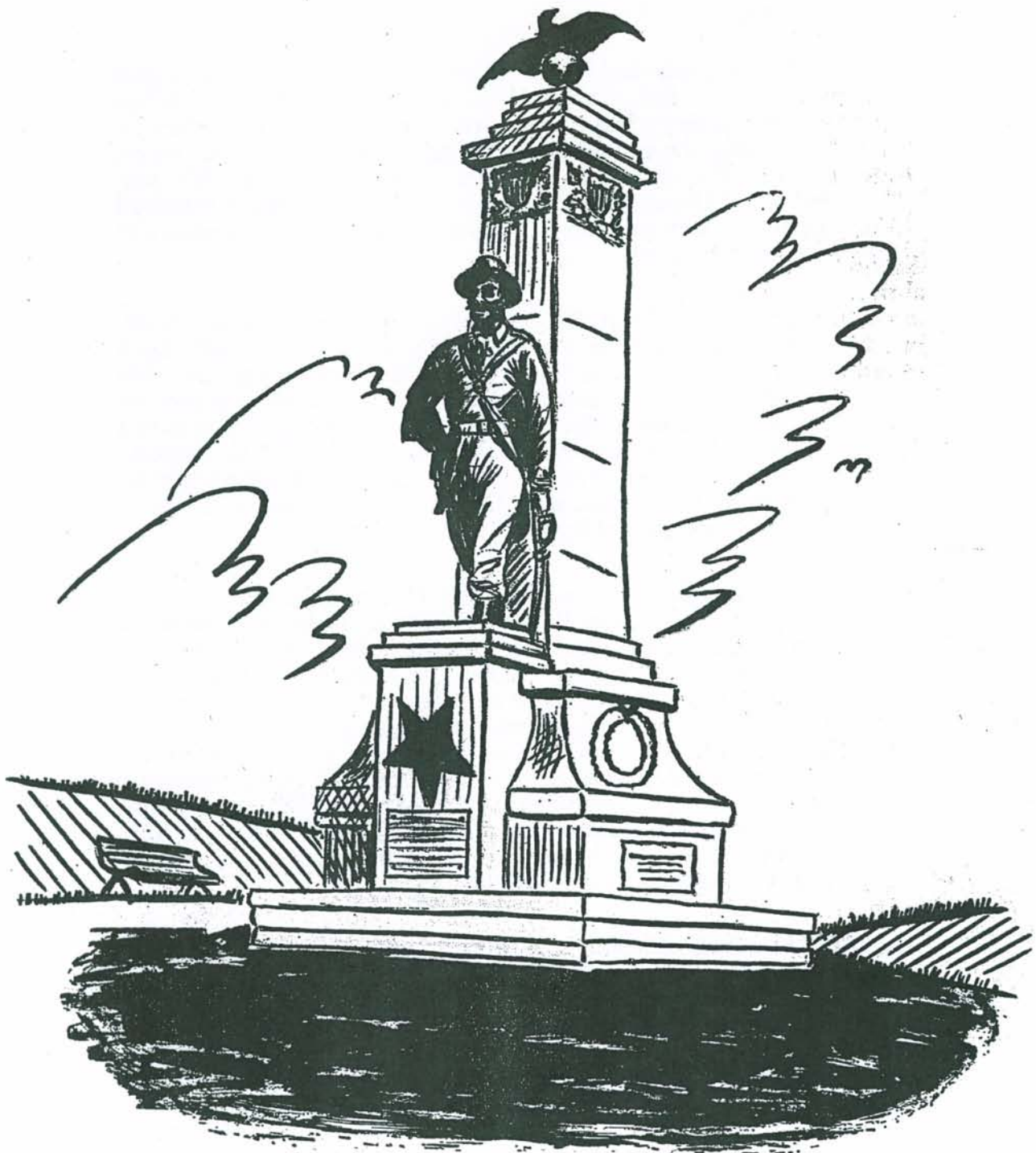
NEW HAVEN RAILROAD

The completion of the New Haven Railroad during 1849 gave Port Chester closer contact with New York City and New England. This replaced the stages that ran to Williamsbridge in Harlem where train connections were available to downtown New York. The railroad was built on street level, which made necessary grade crossings at the principal streets in our Village.

The railroad was raised from street level to its present height during the years 1889-90 and the dangerous grade crossings eliminated. A new station was built and Adee Street closed. The closing of Adee Street brought about a storm of protest and law suits, but no one was able to get the street re-opened and today it remains closed.



OLD NEW HAVEN RAILROAD STATION — 1890



SOLDIERS and SAILORS WAR MEMORIAL
Corner Pearl Street and Boston Post Road

CIVIL WAR

Our Town grew and took its place along with other towns and cities within our fast growing nation during this first half of the nineteenth century. The nation was disturbed by the slavery issue, and when the nation was divided militarily by the firing on Fort Sumter, the north and south fought a bloody war. We contributed to the Union cause in this Civil War about three hundred and fifty men. It is estimated another fifty fought as volunteers in Connecticut regiments.

President Lincoln in 1860 in a proclamation called for 75,000 volunteers. Notices were posted of a meeting to be held April 29, 1861. This public meeting was held in Liberty Square, Port Chester, Mr. Benjamin Loder presiding and addressing the assembly. A committee was appointed to collect funds and to aid in the prosecution of the war. It was called "The Union Defense Committee of the Town of Rye." Five thousand dollars was quickly raised from which relief was extended to the families of those enlisted from the Town of Rye.

Mr. Thomas Beal, a veteran of the War of 1812, was a leader in procuring volunteers for the Union Cause. Captain Bartram, a school principal, formed the first company here, which was incorporated as a part of New York's 17th Infantry. Nicholas Fox and William H. Knapp received citations for bravery during the war. Our town living up to its patriotic nature and tradition could hold its head high with pride as we responded promptly to every call made for troops, by nation or state. Our Civil War monument stands on the corner of Pearl Street and Post Road. This was secured largely through the efforts of the Charles Laurence Post, G.A.R. It was erected in 1900 with appropriate ceremonies conducted by Civil War Veterans and Port Chester citizens.

NATIONAL CENTENNIAL

Our Town added its share to the National Centennial Celebration of a free independent nation July 4, 1876, the same being celebrated in an impressive manner with a military, fire department and civic parade. It was undoubtedly the largest parade ever held up to that time. Fireworks were displayed and the leading citizens provided the marchers with refreshments following the parade.



STEAMER GLENVILLE

Byram River

WATER TRANSPORTATION

The Port Chester Transportation Company came into being in 1814. In early days, sloops and other sailing vessels carried produce to New York. Among the early produce carried were apples, potatoes, oysters, clams, and tobacco. The return trips from New York brought manufactured goods for the townspeople.

The first regular steamboat was placed in service in 1879 and made three trips to New York each week, Captain Edwin F. Studwell being in charge. Mr. Studwell also served as Town Supervisor, President of the Port Chester Savings Bank and chief of the Port Chester Fire Department.

The service continued with the well known "Glenville" and "Port Chester" making regular trips to and from New York until after World War I when trucks and other speedier motor transportation replaced the boats as a medium of shipping.

STEPS OF PROGRESS

June 1884, the Port Chester Water Company established a water supply system for use in our village. This was indeed a progressive step both from the standpoint of fire and health protection. The old cisterns and wells having gone dry, and some being contaminated causing disease, became things of the past. This took a few years to accomplish, but today we have the benefit of a modern up to date water system that is being constantly expanded to accommodate the needs of a fast growing community.

The year 1897 saw trolley service installed in Port Chester. There was much opposition to the franchise, but after much litigation the same was granted and the first section of the trolley line completed between Larchmont and Stamford. The Rye Beach line was later constructed.

This mode of transportation lasted until 1927 when the lines were discontinued and busses under a franchise granted the County Transportation Company replaced the trolleys.

The County Transportation Company surrendered their franchise in 1958, and was succeeded by the present West Fordham Transportation Corporation.

SPANISH AMERICAN WAR

The sinking of the Battleship Maine in Havana Harbor led to the conflict with Spain. One Port Chester boy, Newell Rising, son of the late Mrs. Jemima Rising, lost his life in this tragedy. Charles Lawrence Post, Grand Army of the Republic, sponsored a public meeting in Fehrs Opera House, as a result of which twenty-eight men volunteered in various branches of the service. The majority of these men enlisted in the 14th or 9th New York Infantry divisions. Their departure was the occasion of a big farewell parade led by A. H. Gale Fife and Drum Corps. Homer B. Smith received a medal from Congress for meritorious conduct. Jacob Cohen served on the firing line in the Philippines more than 100 days.

The return of the men saw a great parade and a reception, the entire fire department, military and civic organizations turning out. Though the ranks of these Spanish War Veterans have thinned owing to the passing of time, Newell Rising Post Spanish War Veterans remains to this day one of our honored Veterans Organizations.

NEWSPAPERS

The Port Chester Banner published by Evan Hollis first appearing October 4, 1844 was Port Chester's initial paper. It was a weekly, Democratic in principle, and lasted about a year when it was discontinued. The "Nineteenth Century," a small paper edited by T. J. Sutherland followed but appeared for only a few months. Another attempt was made in April 1848 by Abraham G. Levy with a paper called "The Experiment," but this venture lasted only until August of that year.

The Port Chester Monitor appeared in February of 1864 with Mr. James E. Beers and George W. Smith as editors. This paper was successfully issued weekly for a period of three years, but finally succumbed in August 1867.

The Port Chester Journal was first printed November 27, 1868 and continued for about fifty years. This was Port Chester's first successful weekly paper. Mr. B. F. Ashley was the first editor and proprietor.

The Port Chester Leader was first published October 12, 1878, by Henry T. Smith. It was a weekly paper and offered competition to the Port Chester Journal for about three years when it ceased publication.

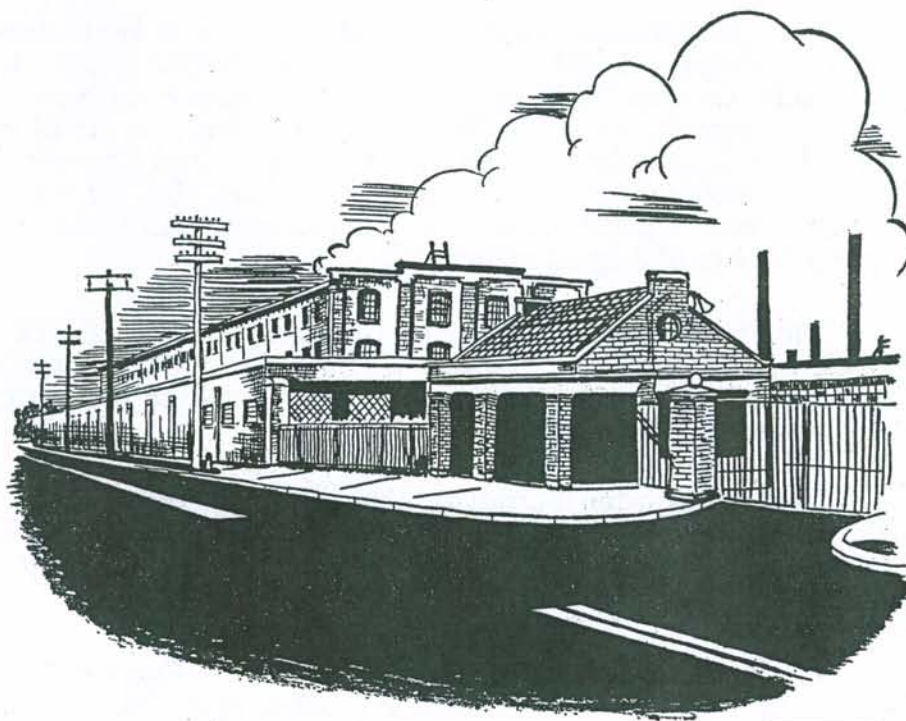
The Port Chester Enterprise, a weekly published and edited by B. F. McDermott and first printed in 1885, continued as a "Democratic" paper in opposition to the Port Chester Journal for about 14 years. It was followed by the first daily, The Item.

The Port Chester Advance edited by Clement D. Camp appeared in April of 1883. It was published by Camp and Gilbert, but it was short lived, lasting only a year. Mr. Camp subsequently became a well known newspaper man on the staff of the Port Chester Daily Item. He was also active in firemanic circles being a member of the Harry Howard Company, President of Firemen's Benevolent Association. He was secretary of the committee of Fire Parades for 1881, 1890, 1907 and 1923.

The Port Chester Daily Record, a "Democratic" paper started at the turn of the century in opposition to the Daily Item. Mr. Alvah P. French was the editor.

The Port Chester Daily Item, our present daily, dates back to March 2, 1899 when it was founded by Thomas J. Blain. This paper is now a part of the Westchester Macy chain with V. E. Macy as President, Edward J. Hughes as Vice President and Maurice A. Dougherty, General Manager.

The Port Chester Guide, a weekly paper, is owned and published by Peter F. Capeci.



RUSSELL BURDSALL and WARD
Midland Avenue

MANUFACTURING AND INDUSTRY

Our Town can point with pride to industries and manufacturing plants. One of the oldest and largest of its kind in the world is the Russell, Burdsall and Ward Bolt and Nut Company, started in 1845 in Pemberwick in the Town of Greenwich, and moved in 1882 to its present site on Midland Avenue. Mr. William E. Ward, founder and pioneer in the manufacturing business, was also actively interested in the community and nation. His son, William L. Ward, who succeeded him spent his vast energies and gave of his talents to his home town and nation and held many important posts in the local, state, and national Republican organization. He was Congressman and for more than thirty years led the Republican organization as chairman of the County Committee. His influence has been felt in our Town contributing to its development and progress. His son Evans is now Chairman of the Westchester County Park Commission and has long service as a member.

Our Town, during the period from 1840 to the 1920s could boast of having one of the largest foundries in the east. Abendroth Brothers along the Byram River and Mill and Main Streets manufactured stoves and furnaces which sold the world over.

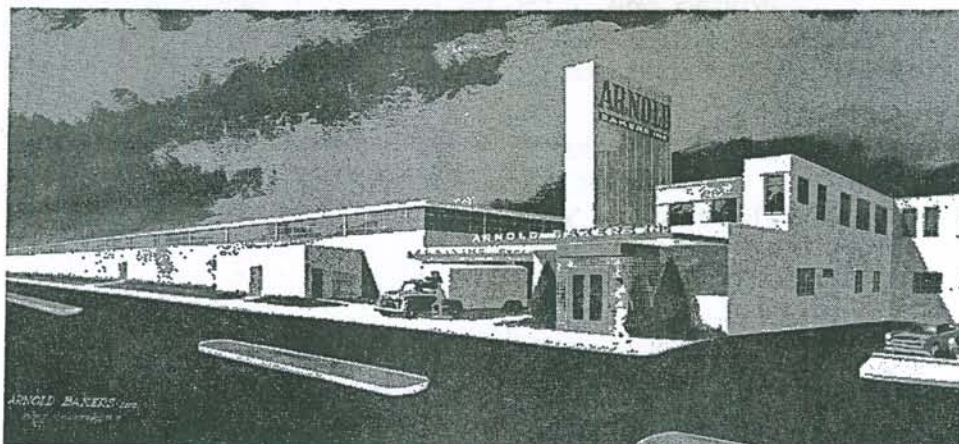
The Ernest Simons Manufacturing Company building still stands on Westchester Avenue and Pearl Streets. This concern, now discontinued, for years provided employment in the needle trades for many of our people. The company started in 1876 and manufactured sheets and pillow cases.

The Mint Products Company, generally known as Life Savers, came to our Town, locating in Port Chester in 1920, from New York City where it was started in 1913. "The Candy Mint with the hole," of world wide renown, is another Port Chester product. Its large architecturally attractive building stands at the corner of North Main Street and Horton Avenue. This company provides employment to several hundred of our townspeople and has contributed generously to the community welfare. Its name is now Beech-Nut Life Savers, Inc.



BEECH-NUT LIFE SAVERS CO.

North Main Street



ARNOLD BAKERS

Palmer Place

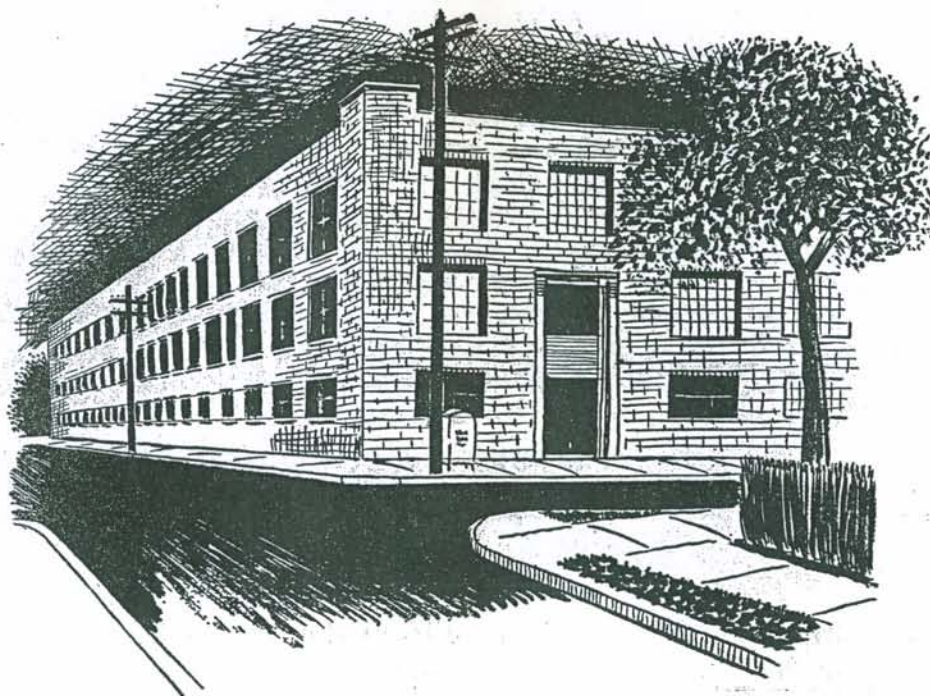
ARNOLD BAKERS, INC., now located in Port Chester, had its inception in a building about the size of a two-car garage on Finney Lane in Stamford. The year was 1940. The staff consisted of Paul Dean Arnold, his wife Betty, their mothers, brother Ted, sister Joan, and one "employee."

Not without a struggle did they nurture this infant to the present robust nationally known Arnold Bakers family of 600 members distributing quality bread, rolls, and cookies in 22 states of the Union.

The year 1941 saw the "plant" installed in the brick building on Westchester Avenue and in quantity production.

The year 1960 brings to fruition years of labor and development in the erection of an ultra-modern bakery on Traverse Avenue and Palmer Place embracing on one site all the activities of the enterprise. The building will be one story, steel frame and cement block, sprinklered, 162 by 442 feet, a most modern efficient, and sanitary bakery.

Certainly have they achieved success, not only by inspiring public confidence in their products engendered by quality, too have they earned the esteem and affection of their "family" as well as our people by their liberal labor policy and generous public spirited devotion and whole hearted cooperation for the good of our community. Of such an industry are we proud.



EMPIRE BRUSHES, INC.

William Street

Empire Brush Company, makers of all types of brushes, located at William and Smith Streets, sends its fine products to all parts of the nation. Many are employed by this firm; all of whom constitute a bulwark of civic responsibility and contribute to the welfare of our community. Jack and Harry Gantz, owners and operators of this thriving enterprise, are public spirited citizens and quick and generous in support of all worth while community projects.

Homelite Corporation, although actually located in Connecticut a few feet over the state line, is nevertheless one of Port Chester's large industries. It makes generators, pumps and chain saws. Its products are sold throughout the world.

PRODUCTS MANUFACTURED

Our town can boast of the following products among others manufactured by its industries: aircraft equipment, bolts and nuts, brushes, blouses, burial vaults, bread and rolls, bathing suits, bedding outfits, brassieres, carbonated water, BX cable, conduits, confections, china, catheters, dresses, enameled stove fronts, electric outlets, furniture, felt wool, generators, chain saws, household furnishings, housecoats, ornamental iron, kitchen equipment, lighting fixtures, millinery, mattresses, men's pajamas, men's shorts, men's suits, pumps, plastic products, playsuits, rodent poison, radio parts, sink tops, structural steel, surgical instruments, underwear, window sash, screens, wood products.

We find this list an impressive one and comprehend the magnitude of progress since the ancient Kirby Tide Mill started grinding grain at Manursing Island in 1770. The Mill is still standing today and serves as the headquarters for a marina.



"ADDIE & CARRIE"

Foundry Barge Icebound, 1907, Byram River



A REVOLUTIONARY COTTAGE
Near United Hospital, Boston Post Road

LADIES HOSPITAL ASSOCIATION

A need was felt by a group of ladies in our growing town for a place to care for the sick. This became a reality with the organization in 1889 of the "Ladies Hospital Association," of Port Chester. Fourteen women met to organize a society for hospital work. A constitution and by-laws were adopted and the first officers elected consisting of President, Mrs. H. M. Root; Vice President, Mrs. John H. Clapp; Secretary, Mrs. Henry A. Dickinson; and Treasurer, Mrs. William J. Tingue. The Medical Staff comprised Doctors Edward F. Mathews, Clarkson S. Mead, and John C. White. Two rooms over Scott's Dry Goods Store on North Main Street (old Lighting Company Building) were rented which allowed two beds and a meeting room. From this humble beginning, the hospital moved to a house in Poningo dale and then to a larger 14 room house on the corner of Smith and William Streets.

The citizens contributed generously to this association giving land, money, and endowing beds. When this hospital proved too small for a growing town and the need of patients seeking admission, a building fund was started for a new hospital. The plot of ground purchased on the Post Road containing ten acres is the site of our present hospital.

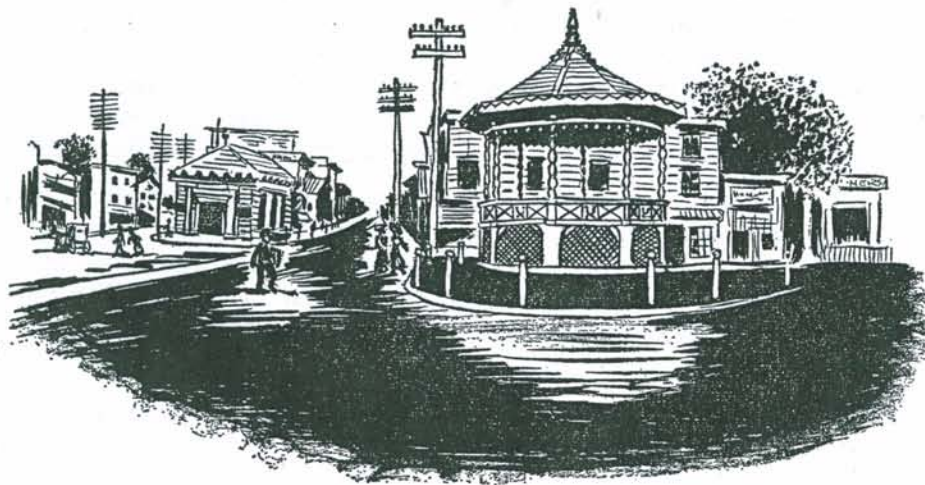
In 1909 the name of the Ladies Hospital Association was changed to the "United Hospital of Port Chester, Rye and Harrison, New York." Mrs. Henry L. Raymond was its first President.

The new United Hospital on the Post Road is one of our most important community institutions. It recently added to its facilities with the completion of a new wing. The hospital is constantly growing and improving its facilities for our people. Mrs. Josephine Macy Barron donated a memorial wing with 40 beds and an administration building to add to the hospital's capacity for service.

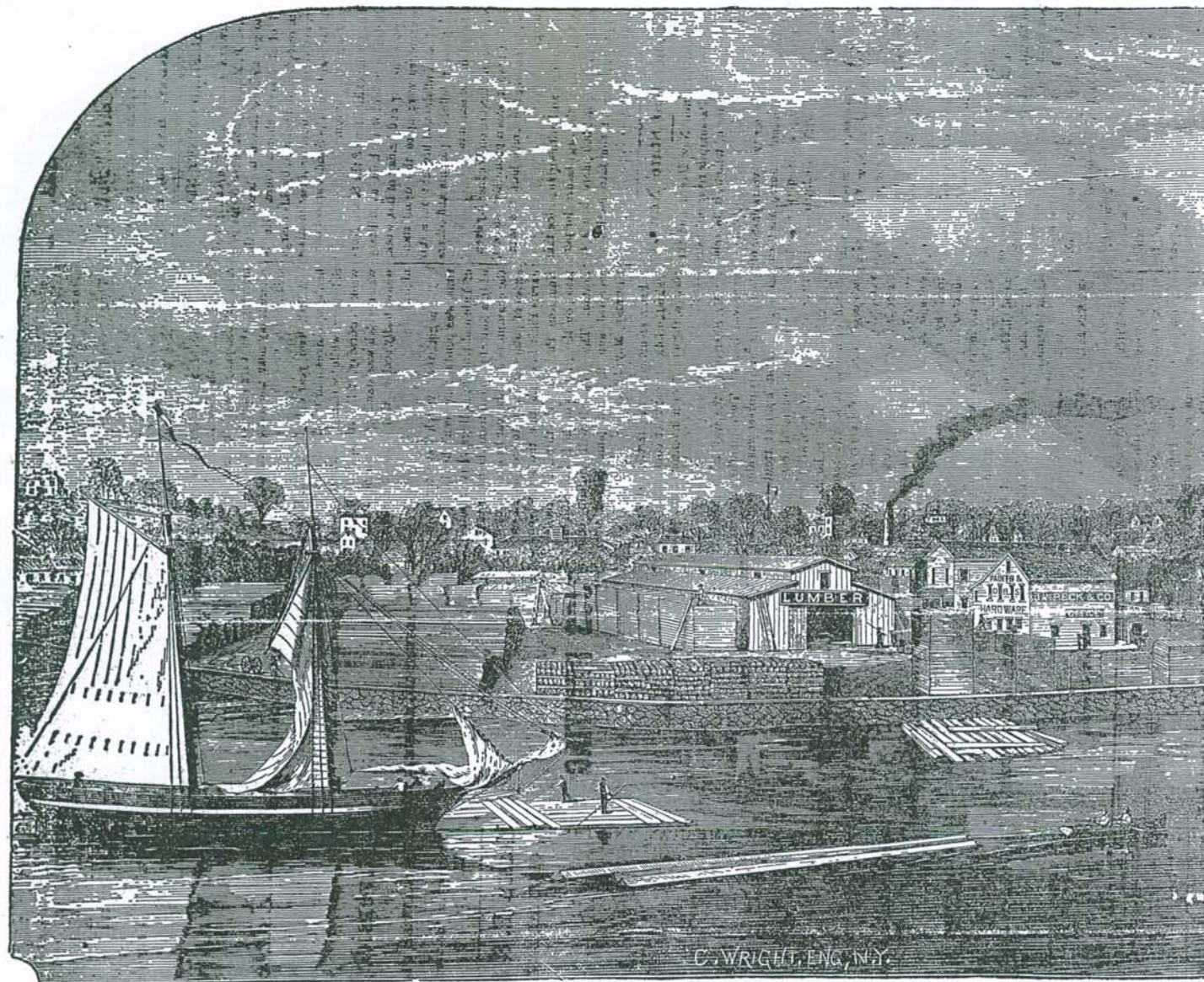
LIFE IN THE "GAY NINETIES" —

These were the days of the gas light. Electricity was just around the corner, Rye Village was a Hamlet; that part of the Village of Mamaroneck known as Rye Neck in the Town of Rye was a residential section. Port Chester was a country village although it had an influx from the surroundings, including East Port Chester, whose people would come over here to work in the factories and to shop, as did the farmers from King Street and the other outlying sections of the Town to sell their produce. Prices were low as were earnings. You could buy a pound of Porterhouse steak for 18¢ and 3¢ worth of soup greens in the vegetable market, and acquire a pretty good cigar for a nickel.

Fehr's Opera House was the place of entertainment. A couple of Minstrel Shows would come for one night stands in the winter. One or two stock companies would play a week's engagement with a different melodrama each night, and there was always a one night stand of a company playing Uncle Tom's Cabin. Fehr's Opera House was also the scene of the Annual Harry Howard Hook and Ladder Company Ball, which was the social event of the season.



LIBERTY SQUARE BANDSTAND



A VIEW OF THE WHARF PROPERTY OF J.

Present site

From the collection



T. PECK & CO., PORT CHESTER, NEW YORK,

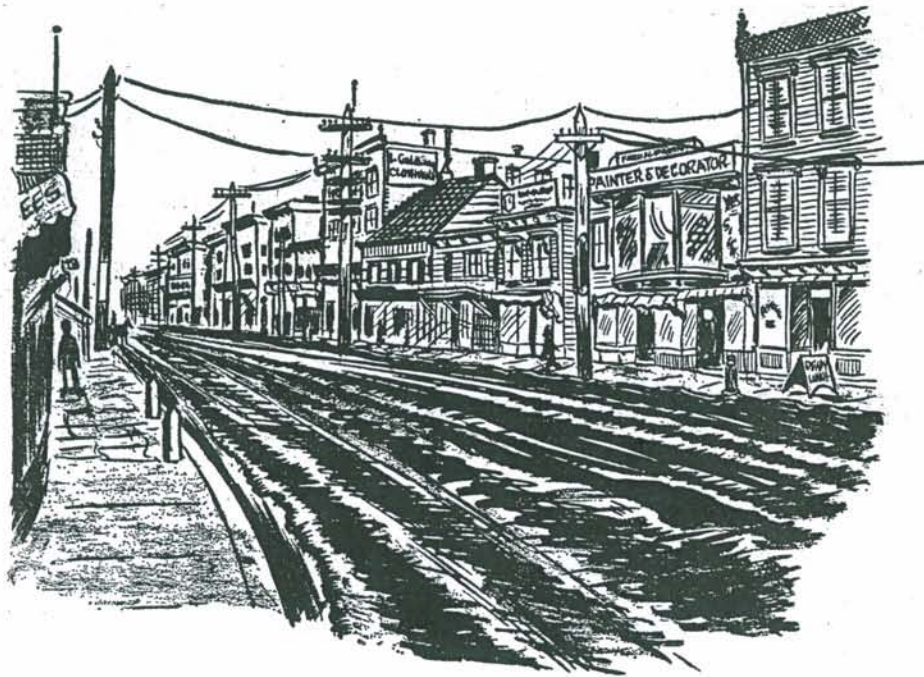
372]

of the Marina

of Warren J. Lewin

When the snow came, practically every vehicle would be on runners, including the merchant deliveries, and the sports among the gentlemen would race up and down the main street with horses and sleighs. The farmers would come into town with a sleigh with wide wooden runners drawn by a team of oxen. Bob-sledding was a favorite sport. Some of them would hold as many as a dozen people, and they would come down Westchester Avenue across the railroad tracks and as far as Lyon's Point at the foot of Westchester Avenue. Also Irving Avenue and Willett Avenue were favorite places, as well as Bloomer Hill, which is Olivia Street.

Few of the streets were adequately lighted, most by gas light. The people in the homes used kerosene lamps, and some of them were ornamental as well as useful. Gas lights also came in — first the open flame, then came along the Wellsbach Mantle which was quite an improvement.



NORTH MAIN STREET — 1890's

Everyone had a well in their back yard, and the water was generally of a high quality, fine tasting, but rather hard when it came to washing. Sanitation was not the best, and there were many cases of typhoid fever. With the installation of water, inside toilets and bathrooms, discarding of wells, sanitation improved until typhoid was practically eliminated.

Spring was a muddy time. Everybody planted gardens. Decoration Day the Grand Army of the Republic and the people generally decorated graves and after that duty conscientiously accomplished attended the opening of the beaches.

With the coming of the hot weather there was a battle against the flies and mosquitoes, which since then, with improved sanitation, filling in the lowland and marshes, disappearance of horses and stables, have now been practically eliminated.

Bicycles were popular. Everybody rode them. Ordinances were enacted against "scorching" which was the slang term given to excessive speed on bicycles. Bicycle clubs were formed, and it was common to ride as much as fifty miles or more in a day. Sunday the roads were sometimes clogged with bicycles. There were single bicycles, tandem, and sometimes you would see a bicycle with eight people riding it. The two-seated bicycles were the most popular. Husband and wife would go out for a Sunday afternoon ride. The ladies wore bloomers, at that time a rather daring costume. Life moved rather leisurely compared with the high speed of today. People would meet on the street and exchange friendly greetings and impart the news of the day, visit each other's homes. There were no automobiles, radios or television. In the fall the people stored up some supplies for the winter, including the coal for heating the home, discussed politics, sometimes heatedly, looked forward to Thanksgiving and Christmas, and come New Year's Day, visited one another, looked forward to a New Year, and wished each other a Happy one.

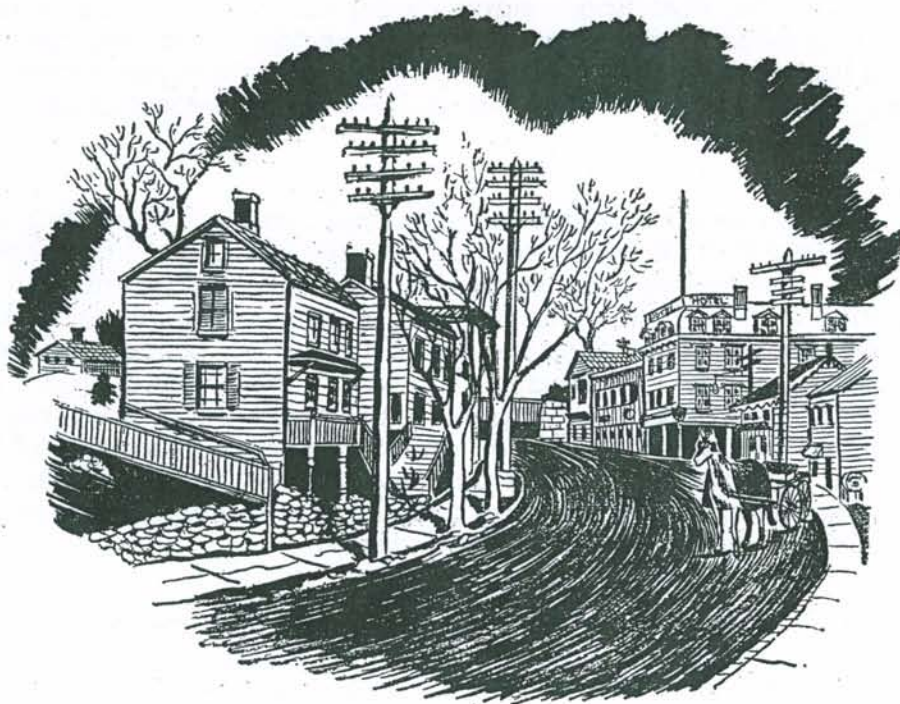
WORLD WAR I

The call to the colors in World War I saw over 1200 Port Chester boys in the service of their country. Twenty-eight of these men gave their lives in the service of their country, more than a hundred others were wounded or disabled.

All of our citizens loyally supported every effort for its successful termination. Liberty Bond drives went over the top in every case and Port Chester can be proud of its contribution to the cause of its men as well as money.

Many young women added their bit by volunteering in the Navy, Army and as Red Cross workers. Many took over positions of the men and left them free for the harder tasks of war.

An honor roll was erected in Liberty Square in June 1918 and unveiled with appropriate ceremonies on July 4 of that year. This honor roll to the heroes of World War I stood until Memorial Day 1922 when it was burned with appropriate ceremonies by the American Legion Post and public officers of the community. A new World War I Memorial has since been erected in the Park at Westchester Avenue and North Regent Street.



KING STREET
Showing Irving Hotel

THE ROARING TWENTIES

Port Chester's population increased about thirty per cent in the decade between 1910-1920. The increase brought the population to 16,573. The next ten years brought unprecedented growth to the town, as evidenced by the fact that by 1930 the population of the Village had increased to 22,662. Today the population of our Town is 24,742 in the Village and 13,125 in the remainder, including Rye Neck which has about 7,000, making a total of 37,867.

The advent of the automobile in large numbers caused new problems for our citizens. Our roads were narrow and winding, suitable only for horse and carriage. The many cars caused congestion and during the twenties the Boston Post Road (Main Street) had a continuous stream of delayed traffic. Plans were formulated and road improvements consummated throughout the Village. The Pearl Street route was built to ease the traffic load on the Post Road, signal lights added and more parking spaces became necessary for the new cars which replaced the old horse and buggy on our highways. Busses replaced the trolley lines and the Westchester and Boston railway was extended to Port Chester.

Many new real estate developments such as Tamarack Gardens (old Port Chester Golf Club) were opened and new homes built. We enjoyed an unheard of building boom during this period. A new Y. M. C. A. on Pearl Street, since superseded by a new one on upper Westchester Avenue, new schools, two new theatres, office buildings and stores were erected, and Main Street received a face lifting with new type of store fronts replacing the old wooden structures familiar for many years along Main Street. We were no longer a somnolent village on the banks of the Byram but a fast growing commuter and manufacturing center easily accessible to the outside world.

Our Village governments were forced to raise taxes to provide street paving, a new incinerator, sewage disposal plant, more modern garbage collection and numerous other improvements such as sidewalks, lighting and parking facilities, and additional police to cope with traffic violations and other infractions. We had bootlegging during this period of the Volstead Act though probably no more than in other sections in the era of this unpopular law.

Our county of Westchester expanding its recreation centers and public parks took over old Rye Beach, long a familiar landmark and recreation area for our townspeople and completely

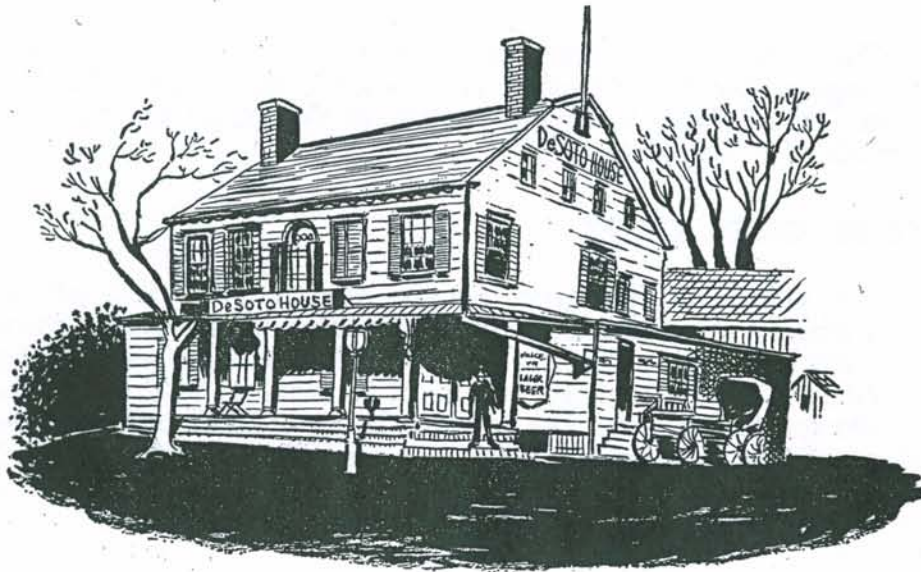
demolished the place. Today on its site, we have a fine County Park, complete with modern bathing and recreational facilities which our residents may enjoy.

One could point out many more outstanding events of the "roaring twenties," but these must now suffice. The good times of the twenties ended with the advent of the depression, heralded by the Stock Market crash of October 1929. With that "black Friday" of October 1929, Port Chester entered a new phase in its life as a community.

THE DEPRESSION THIRTIES

Many of our citizens were hard hit during this greatest of all depressions. Port Chester was forced like all other communities to prepare and provide for this sudden wave of mass unemployment and financial stress. Foreclosures were all too numerous, and over 1000 homes were lost through this medium, to say nothing of the loss of business houses, stores and buildings.

Many of our factories were shut down for long periods. Some were able to keep open a few days a week. Our citizens, white collar laborer, skilled mechanic, all found themselves in the same fix, unemployed, and either broke or subsisting on rapidly diminishing funds. The W. P. A. and other various federal agencies provided work at sustenance wages which gave relief to tide the people over. The most devastating of depressions did not end entirely until the World War II impetus wiped out unemployment. The post war stimulus continues to provide for employment and has created a condition of unprecedented prosperity.



De SOTO HOUSE
North Main Street and Willett Avenue

WORLD WAR II

Labor Day weekend of 1939 was another dark day for the world as war clouds gathered with the Nazi invasion of Poland by Germany's Hitler. Britain and France declared war and another World conflict was in the offing. Our nation refrained from entry until forced to take action by the surprise attack on Pearl Harbor by the Japanese on the morning of December 7, 1941, a day of infamy in the history of civilized nations.

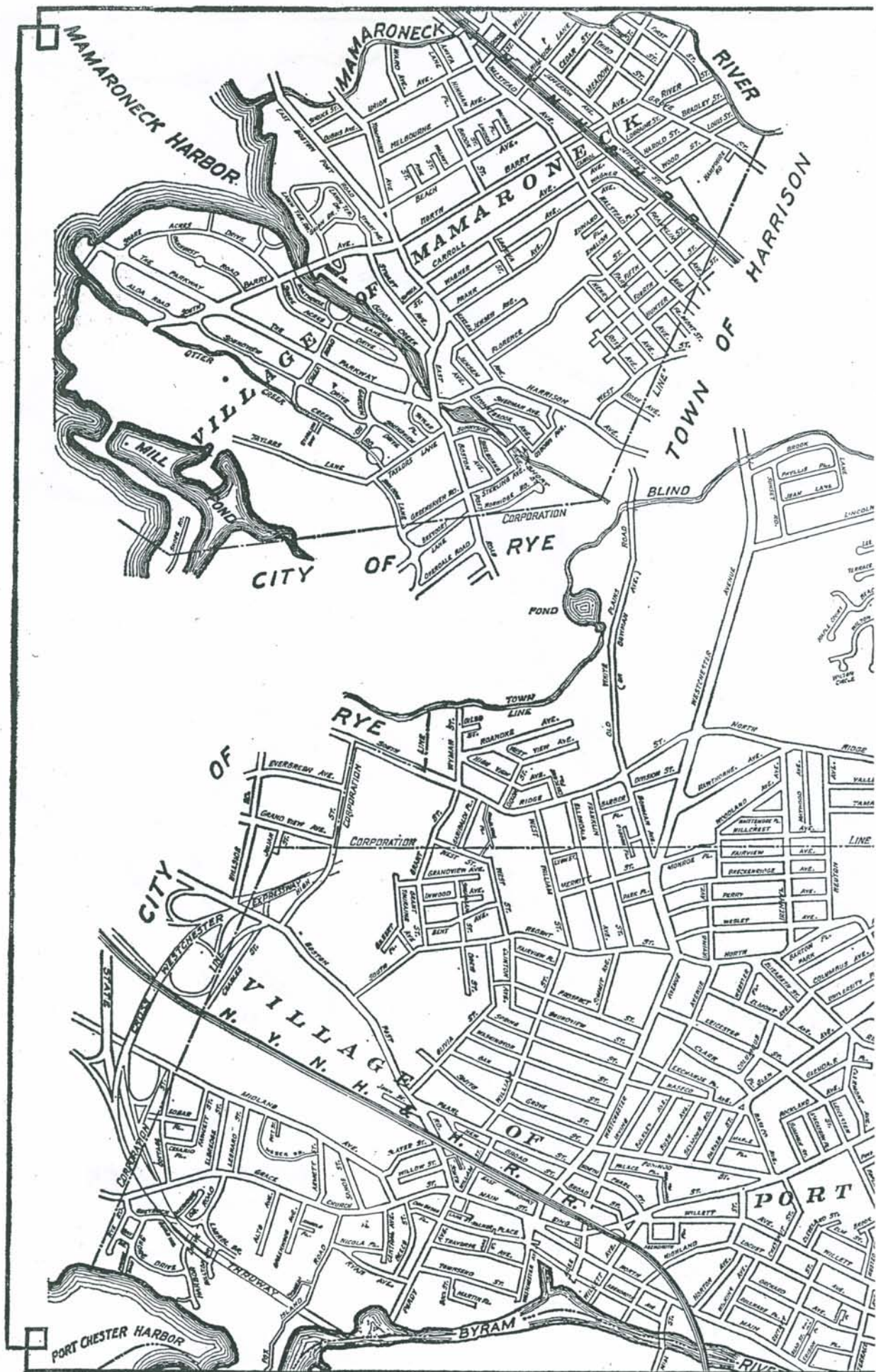
Our Town, as every other community through the draft and enlistments, supplied its quota of young men. We had approximately four thousand men and women enrolled in the various branches of service. Many of them, men and women, distinguished themselves and won citations, medals and other military honors. One hundred three of our boys paid the supreme sacrifice, giving their all for their country. We can be proud of "Our Town's" contribution to the nation's successful military might in World War II.

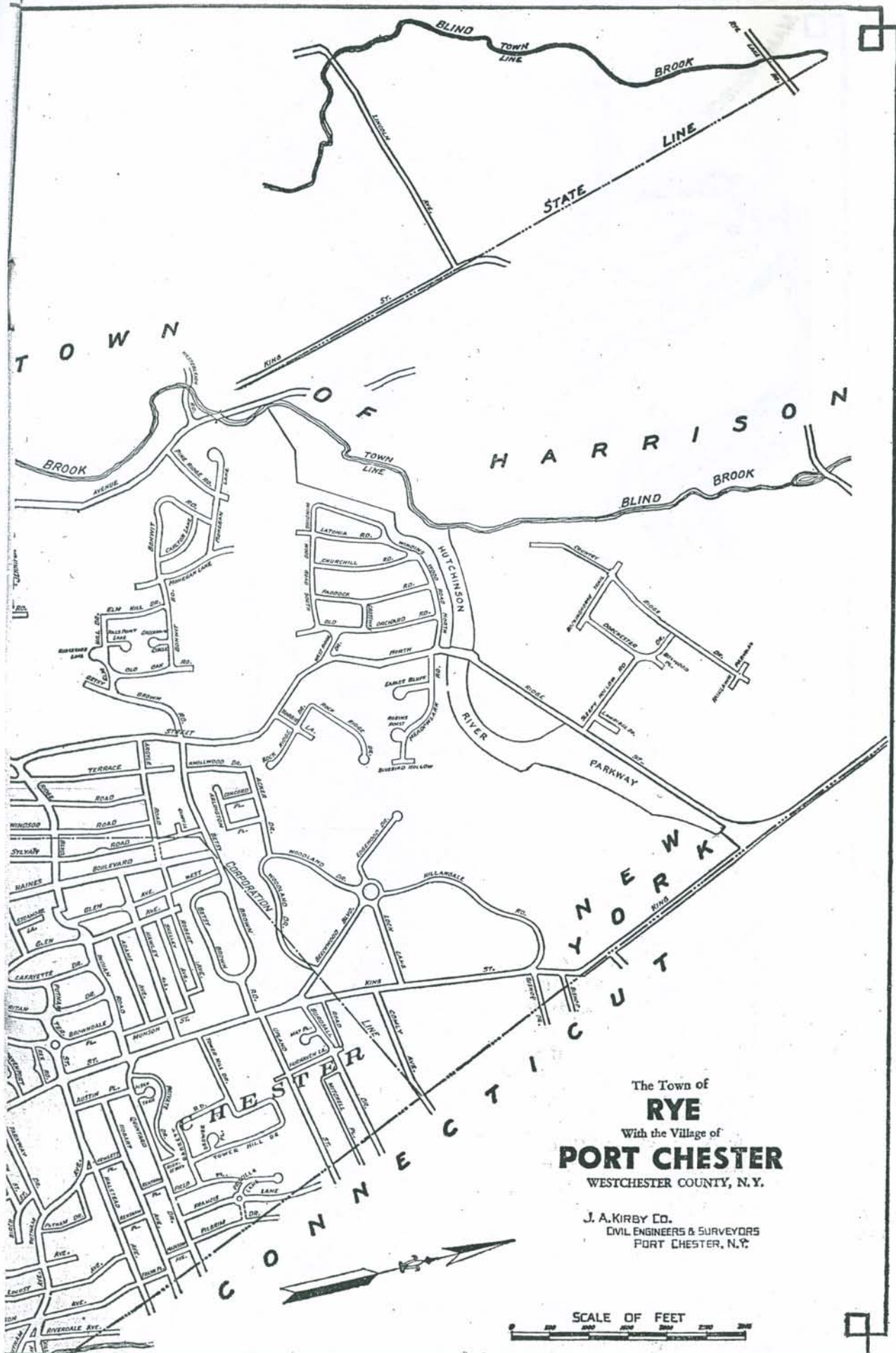
A World War II Honor Roll was erected around the edge of the World War I monument in the park on upper Westchester Avenue. We still look forward to the job of establishing a permanent memorial to the men and women of World War II. The community should accept the challenge and complete this most important task at an early date.

The Veterans organizations represented here include: American Legion Post #93, Veterans of Foreign Wars, Jewish War Veterans, Catholic War Veterans, American Veterans Corps and the Spanish War Veterans.

RYE BECOMES A CITY

The village of Rye was incorporated in 1904 and left the Town when it was included in the City of Rye, incorporated by an act of the legislature effective April 16, 1940, which provided that the Village of Rye is dissolved as of January 1, 1942 when the City started to function. The present Town of Rye comprises the Village of Port Chester, the portion of the Village of Mamaroneck east of the Mamaroneck River (known as Rye Neck) and the rest of the unincorporated area lying northwest of the Village of Port Chester.





The Town of
RYE
With the Village of
PORT CHESTER
WESTCHESTER COUNTY, N. Y.

J. A. KIRBY CO.
CIVIL ENGINEERS & SURVEYORS
PORT CHESTER, N. Y.



INTERESTING FACTS

The first land subdivision map in the Town of Rye was filed in the Office of the Clerk of the County of Westchester at White Plains on August 26, 1836, and was entitled, "Map of Property known as Sawpits Steamboat Landing in the Town of Rye, Westchester Co., New York," belonging to David J. Brooks, dated June 1836. It shows 122 lots thirty feet wide. A street running from Prospect Street, which is now Grace Church Street, named First Street, dead ending just before it reaches the harbor, is still open and is now known as Guion Street. Streets called Second Street, Third Street and Peck's Street run from Prospect Street to a street running along the Water called Front Street. Steamboat Landing is marked on the map. At that time the Byram River was too shallow for boats of any considerable draft to use the same. Years after, it became a busy navigable stream as far as the head of navigation at the bridge crossing the River at Mill Street. There were sold a number of these lots on this map; the land got in the ownership and possession of a few people. All the streets, with the exception of the main road, Prospect Street or Grace Church Street, and First Street, now Guion Street, were closed to the public and have disappeared.

Rye and Oakland Beaches were for many years private resorts. At Rye Beach there was a hotel owned and operated by one Beck for many years, known around for its fine shore dinners. On the point, where now is the casino and skating rink operated by Playland, was Burying or Beach Hill. On the top of the Hill was a hotel operated in the summer months by one Thomas Edwards, familiarly known as Tommy Edwards, who knew all his customers, and would greet you with a smile. He served fine clam chowder and seafood. This and Beck's hotel, and all the land around it was taken over by Playland when the Westchester County Park Commission created the modern playground which we now have. Oakland Beach was mainly a place of cottages which people would rent for the summer. They lined the cliffs running along the Beach and were very popular. This has now become the Rye Town Park. For a number of years a ferry ran from the foot of Dearborn Avenue to Bayville, Long Island. The gut as it was known was a waterway connecting Port Chester Harbor with Long Island Sound at Rye Beach. It separated Manursing Island from the mainland. There were two bridges, one at Kirby Lane and one at Manursing Way. When Playland took over, the bridge at Kirby Lane was closed and the road filled in, and the mouth at Rye Beach dammed which made a lake. There is an island in the lake which is now used as a bird sanctuary. Before the gut was closed people used to row through the same when the tide was high or half up. When the tide was low it was mud.

The Byram River, which forms the easterly boundary of the Town from about the old Byram Bridge to where it empties into Port Chester Harbor, had numerous indentations most of which have disappeared having been filled in and become dry land. There was a large cove between what was known as Purdy's Grove where the Thruway bridge now goes across the Byram River and Fox Island which was originally an island. This cove has become solid land, the Port Chester Sewer Disposal Works being now located there. The cove between the point at Purdy's Grove and Purdy Avenue is still there. There was an arm of the Byram River which took the waters from a brook running along South Street which is now Midland Avenue, and the tide backed up in that at high water. The same continued underneath Grace Church Street along what is now Palmer Place, and across Purdy Avenue, where there was a wooden bridge, flowed in a northerly direction generally along what is now Palmer Place under a wooden bridge, crossing Westchester Avenue, by what is now the Daily Item Building, making a right turn where the Bulkley Brook empties into the arm of the Byram River, and joining with it and continuing along what is now the Adee Street Marina. This has now been filled in and is now the site of Palmer Place, except that portion running from approximately the rear of the Salvation Army to the main part of the River, which is still open.

There was another large cove between the point at Fox Island and Grey Rock. This the Village of Port Chester acquired and has filled in, it being the intention eventually to create a park on the site. At present, a portion is being used by the Port Chester Yacht Club.

On occasions of extreme winters, the Byram River would freeze so as to become impassable. This happened in the winter of 1904-1905. The old "Glenville" of the Port Chester Transportation Company which docked at the foot of Adee Street and was a great ice breaker, succumbed to the ice on the 10th day of January 1905, when after having made its way through heavy ice, unloaded, reloaded, managed to warp its way out into the stream, and plod its way down through tremendous ice, and make its last trip to New York City, not to return until the 14th or 15th day of March that year, and then only after the ice was dynamited from Captain's Island Round Rock to sandy bottom and then the next day up to the foot of Adee Street. During those approximately two months from January to the middle of March, no boat went up or down the River. There was a tremendous ice jam at the head of navigation by the old wooden sill dam just above the Mill Street Bridge which was cleared by dynamiting. The old dam with wooden sill gave way in a freshet some years later and was replaced by the present dam with a lock which can be opened and closed, constructed at the joint expense of the Village of Port Chester and Town of Greenwich.

Above the dam on the Byram River there was a natural skating pond running from the dam below the railroad arch bridge to Byram Bridge, and sometimes when it was very cold, even a quarter mile above the bridge.

There were a lot of ponds, some of which were used for harvesting ice. There was a small shallow pond at what is now Maple Place between Parker Street and Haseco Avenue. Price's Pond on Lincoln Avenue is still there. There was a pond in the low spot down hill from Ridge Street between Westchester Avenue and what used to be called Polly Park Road, now known as Bowman Avenue, where the Brown Brothers harvested ice, and this was a favorite skating pond. There was another pond across Polly Park Road called Adams Pond which was formed by Blind Brook. There were two ponds on Ridge Street near the Ridge Street Cemetery called Foster's Pond and Cox's Pond, Foster's Pond being slightly elevated and dropping about 8 feet into Cox's Pond. Both of these ponds were the sources of ice. There was a pond at Rye where Theodore Fremd Avenue intersects North Street called Mead's Pond which was quite a popular place for skating and is still so used.

The average rise and fall of the tides in the Byram River is about seven feet, but on occasions caused by the coincidence of the moon and strong northeasterly winds the tides sometimes would increase to ten feet and higher, and would flood Main Street so that all the stores on Main Street were built above street level, and with three or four steps going into the same. On these occasions the lower portion of Milton Road would be covered with salt water from Milton Harbor.

Main Street, until about the turn of the century was a dirt road, and in the spring of the year very muddy, and sometimes wagons would have to be hauled out of the mud with teams of oxen. Purdy's Grove, Fisher's Grove, and Fox Island all right together and served by Fox Island Road which would sometimes be covered by the tide, were picnic places, beautifully wooded sections with large oak trees, and before the advent of the automobile were reached by stage coaches, carriages, and bicycles. Until the trolley cars became a reality, Rye Beach and Oakland Beach were reached by horsedrawn stages.

One of the first lunch wagons stood for many years on the corner of Westchester Avenue and North Main Street by the Ryan building which was then a three-story building, and has since been razed and the present building constructed. The wagon was kept at Frank Murray's Place on Purdy Avenue and would be brought up to the Ryan Building every evening at about half-past-four by horses. Electric service would then be plugged in and the genial proprietor DANIEL DEADY, familiarly and affectionately

known as "Uncle Dan," would go to work serving coffee, hot dogs and hamburgers, and baked beans (out of this world), to his many friends. He paid no rent, and it was undoubtedly a unique circumstance that of a business located in the public street, but everybody liked Dan and nobody protested. This was no doubt the forerunner of the spacious lunch wagons of today.

For many years JAMES S. MERRITT, one time Sheriff of the County of Westchester and universally beloved citizen, maintained the JAMES S. MERRITT ASSOCIATION, which along about the third week of August of every year would have a clam-bake preceded by a parade, following which the participants would be transported to Beck's Rye Beach where about 3,000 would sit down to a "Rhode Island" Clambake.

PRESENT OFFICIALS

The present officials of our Town are: Supervisor Anthony Posillipo, Town Clerk L. Leslie Comstock, Councilmen Robert S. McKay, Barney Cott, J. Edward Goettel, and George D. Perschke, Justices of the Peace J. Dacy Stevens and Reuben Sirlin, Comptroller Domenick J. Patafio, Receiver of Taxes James Jackson, and Assessor, William Eklund.

The Port Chester Village officials are: Mayor Anthony J. Zaccagnino, Village Clerk Frank S. Tarascio, Trustees Eric H. Jensen, Sam Passero, Frank E. McGrath, Morris Karnes, Fred J. Flynn, and Nicholas L. Fasolino, Assessor William Eklund, Treasurer Richard J. Connolly, Building Inspector Emil Fasolino, Village Engineer Francis McGrath.

The School Board consists of: President Irving Wein and Trustees Iris McKay, John Connolly, Pat Federico, Joseph Volker, Clerk Clare L. Hayes, Superintendent of Schools Edmund M. Forsythe, retiring July 1, 1960 succeeded by Dr. Clifford L. Rall.

We are also proud to have as one of "Our Town" the Hon. Frederick G. Schmidt, former Village Clerk, Corporation Counsel, Supervisor, County Budget Director, and County Judge, a Supreme Court Justice serving on the Appellate Division, and now Official Referee, and the Hon. George O. Becker, Judge of the Children's Court of Westchester County. Anthony B. Gioffre is our present Assemblyman from this Assembly District.

OUR TOWN TODAY

In this Atomic Age, Port Chester has a population of 24,742 according to the 1950 census. We are incorporated under a special act of the legislature passed May 14, 1868. Philip Rollhaus was our first President, Halsey J. Munson, the first Mayor, when the title was changed. Anthony J. Zaccagnino is the present incumbent. William B. Banister was elected the most times and served the longest as Mayor.

Our Town has an assessed valuation of real property totaling \$88,369,625.00. The community is residential with private homes predominating.

Graceland Terrace is the first public housing. It is located on Grace Church Street. It was financed by New York State Division of Housing and completed in June of 1950 at a cost of \$845,000.00. It contains eighty dwelling units.

The second public housing construction, Midland Court, was completed in August of 1952 with 120 dwelling units on Weber Drive and Midland Avenue. The cost was \$1,563,000.00 and was financed by the United States Public Housing Administration.

Nearing completion are two housing projects, one known as Park View at Purdy Avenue with 48 units, and one at Traverse Avenue, likewise with 48 units, known as Harbor View. The cost of both is \$1,623,000.00. Both of these are financed by United States Public Housing Administration, but will be operated by Port Chester Housing Authority, as are the first two units above mentioned. All these are low rent housing projects and are located in Port Chester.

Now under construction and nearing completion are the Park Regent Apartments of 90 units, a cooperative housing for middle income people located at South Regent Street and Post Road in the Village of Port Chester, and financed by the State Division of Housing.

PORT CHESTER PUBLIC LIBRARY

The Library was organized in the fall of 1876 by young men who adopted the name Library and Reading Room Association. Jared V. Peck deeded to the Association the building at No. 112 North Main Street. The Library was located on the second floor.

October 1925 ground was broken for the new building, the present one on Westchester Avenue, with funds made available from the sale of the North Main Street property, augmented by legacies from Mr. and Mrs. Burnham.

The present officers are Howard J. Hogenauer, President, Sarah S. Holzworth, vice-president, Robert J. McKeever, Secretary, J. Fred Stahl, Treasurer.

The Library contains a total of 49,463 books.

POST OFFICE

The Post Office is located on Westchester Avenue in a building erected by the United States Government, and became first class in 1891 with carrier service and a force of three carriers and three clerks.

From its first site on North Main Street in the DeSoto House, there followed locations in Centennial Building on North Main Street, in building owned by Port Chester Land Company, 24 South Main Street, Record Building at Westchester Avenue and Broad Street, Comstock Building, Westchester Avenue and Grove Street and the present building occupied August 1st, 1934.

The present Postmaster is Frank E. McGrath, Jr., and the Assistant is Herbert Heyel. The entire personnel totals eighty-four, including nineteen regular clerks, thirty-five regular carriers, and custodial help, and substitutes.

THE POLICE DEPARTMENT

The Port Chester Police Department was organized pursuant to an Act of the Legislature becoming Law April 24, 1903, effective May 15, 1903. It consists of a chief, three lieutenants, five sergeants, four detectives, and thirty-eight patrolmen, for a total personnel of fifty-one, and nine patrolmen for the Town of Rye under the jurisdiction of the Chief supplied to and serving the Town of Rye by contract with the Village of Port Chester. There is also a meter maid and eleven school guards at school crossings.

The Department has the latest equipment including photography room, a detective division, traffic bureau, radio equipped cars, one solo motorcycle, three three-wheeler cycles, for meter work, and one three-wheeler scooter with body for meter work, and one eighteen foot Police boat with seventy-five horsepower outboard motor, fully equipped for any emergency.

James Donovan was the first Chief in the Department serving from July 1903 until August 1926, followed by James H. Beary, George L. Peters, A. Leo Brogan, Michael J. Brennan, and the present Chief, Fred H. Ponty.

RELIGIOUS

African M. E. Zion Church
North Barry Avenue, Mamaroneck, New York

Assemblies of God
10 Touraine Avenue, Port Chester, New York

Bethesda Baptist
William & New Broad Street, Port Chester, New York

Christian & Missionary Alliance
59 Glen Avenue, Port Chester, New York

Mamaroneck Methodist Church
East Boston Post Road, Mamaroneck, New York

Mt. Zion Baptist
23 Slater Street, Port Chester, New York

North Baptist
King Street, Port Chester, New York

Port Chester African Methodist Episcopal Zion
23 Grove Street, Port Chester, New York

Port Chester Presbyterian
Parkway Drive, Port Chester, New York

St. Peter's Protestant Episcopal
Westchester Avenue, Port Chester, New York

Summerfield Methodist
King Street, Port Chester, New York

Roman Catholic

Church of Our Lady of Mercy
260 Westchester Avenue, Port Chester, New York

Church of the Sacred Heart of Jesus
229 Willett Avenue, Port Chester, New York

Corpus Christi Church
136 South Regent Street, Port Chester, New York

Holy Rosary Church
Don Bosco Place, Port Chester, New York

Holy Trinity Church
East Boston Post Road, Mamaroneck, New York

Synagogue

Congregation Kneses Tifereth Israel
575 King Street, Port Chester, New York

Other

Calvary Full Gospel Church
7 Hewlett Place, Port Chester, New York

First Church of Christ Scientist
Leicester Street, Port Chester, New York

Jehovah's Witnesses
King Street, Port Chester, New York

Salvation Army
55 Westchester Avenue, Port Chester, New York

Volunteers of America
116 Willett Avenue, Port Chester, New York

FIRE DEPARTMENT

The Fire Department dates from the year 1823. Its present complement consists of five hose companies, a hook and ladder company, and a fire police unit, all equipped with the best of apparatus, officered by the chief and assistants, company captains and lieutenants, served by dedicated, earnest comrades:

Reliance Engine & Hose Company, No. 1

Putnam Engine & Hose Company No. 2

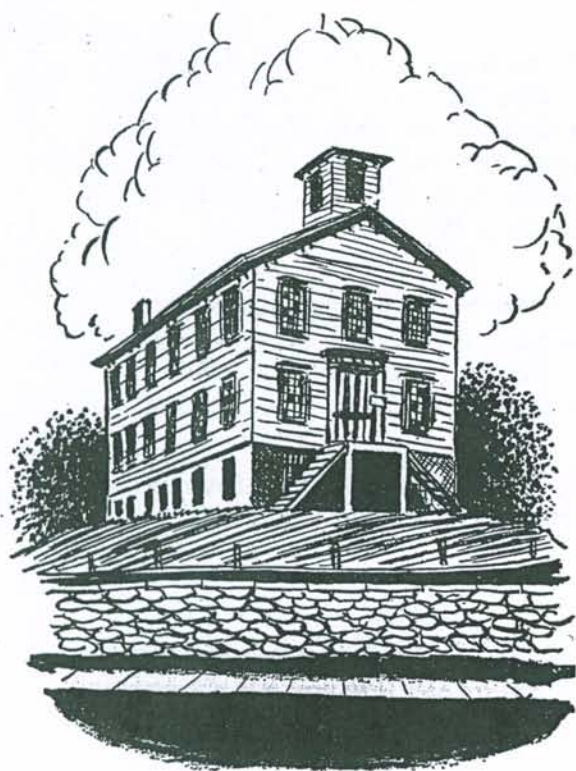
Mellor Engine & Hose Company, No. 3

Washington Engine & Hose Company, No. 4

Brooksville Engine & Hose Company, No. 5

Harry Howard Hook & Ladder Company, No. 1

Fire Police Patrol, No. 1



OLD GRAMMAR SCHOOL
South Main and Grace Church Streets

Education

Rye Neck, District No. 1

Elementary School, Carroll Avenue
Elementary School, Harrison Avenue
High School, Hornidge Road

District No. 5

Ridge Street Elementary School

District No. 4

Senior High School, Tamarack Road
Junior High School, Irving Avenue

Elementary Schools:

Thomas A. Edison, Rectory Street
George Washington, South Regent Street
Theodore Roosevelt, William Street
Lavinia M. Horton, Grace Church Street
Park Avenue
King Street
Olivia Street

Parochial Schools

Our Lady of Mercy Parochial, Spring Street
Holy Rosary, Central Avenue
Corpus Christi, South Regent Street

We are fortunate in having more than 80 community organizations including Community Chest, Chamber of Commerce, Board of Trade, Boy Scouts, Girl Scouts, and Visiting Nurses Association. The Service Clubs include the Lions, Rotary, Forty Forty, Exchange, and Port Chester Civic Club.

Public and Recreational buildings include the American Legion Home, Carpenters Hall, Don Bosco Center, Elks Club House, I. A. P. A. Hall, Jewish Center, Knights of Columbus Club House, Masonic Temple, Odd Fellows Hall, Polish United Club, Inc., Salvation Army, Swedish Hall Odin Inc., Volunteers of America, and Y. M. C. A.

The trade area has a nine mile radius with 682 retail stores in the area. These stores employ 1531 people. We have 60-80 industries with approximately 6000 workers employed. Our Public Utilities are supplied by the Consolidated Edison Company (Gas & Electricity) and New York Telephone Company and Port Chester Water Works, Inc. (our water supply).

Our Chamber of Commerce or Merchants' Association has recently been reorganized under the name of Port Chester—Town of Rye Chamber of Commerce and Civic Association, Inc. Milton K. Kavey is President and Harold B. Colvin is Executive Director.

The Port Chester Savings Bank, County Trust Company and First Westchester National Bank serve our banking needs.

PROPHECY FULFILLED

Colonel Heathcote, according to the Historian Charles W. Baird, wrote of these parts in 1705: "The land is very good, and near the city; so consequently, will in time be a great settlement." Colonel Heathcote was a London merchant visiting New York City and vicinity at a time when New York City had an approximate population of 5500. His prophecy of 250 years ago regarding the time when lower Westchester County would become a great settlement surely has been fulfilled.

History has recorded the progress through which this great achievement has been accomplished. The rise of "Our Town" from a settlement of a few people to a great suburban Town has been consummated during this period. We have obtained security, conveniences of travel, means of education, the civil rights of free men and the blessings of religion in a God fearing nation. All these and more have been our heritage. This history should inspire us to protect, preserve and perpetuate these advantages bestowed upon us through the generations by our forefathers.

OUR CHALLENGE

We are challenged to meet the problems of this atomic age, nation wide and locally. Just as the early settlers had to cope with their problems for utter survival, we today face a similar situation affecting our nation's leadership in the world. Locally we must press to solve the problems of traffic control, new traffic arteries, thruways, parking, slum clearance and recreation to name only a few.

Surely we will be equal to the task of meeting the challenge that lies before us, and with God's blessing our Town will be assured of a bright and prosperous future.

CONTESTANTS FOR QUEEN OF TOWN OF RYE



VIRGINIA SHERIDAN, Queen

JUDITH KORMAN
CAROLYN OLSON
NOELL SHEEHAN
VETA TELESKA
NANCY NETHERCOTT
KATHY TESTERMAN
ELIZABETH RENDE
LUCILLE COSTANZA
JANET STAMEGNA
JOSEPHINE BOLOGNA
VALERIE DI MICHALE
DIANA RIVERA
KATHLEEN GUNDECK
CAROL JOHNSON

KAREN WALTERS
BETSY POPP
MARGARET ANN SUMMA
JUDY JOHNSON
VIRGINIA FLYNN
GRACE CATALANO
ANNETTE PUGLIESE
SALLY ROLL
JOYCE STILES
MARILYN FERRARA
REBECCA AZORSKY
MARY ANN PROTANO
FELICIA TWARDY
PRISCILLA IANNUZZI

TERCENTENARY CELEBRATION

initiated by the constitution of a Committee

appointed by our Supervisor

HONORABLE ANTHONY J. POSILLIPO

Acknowledgment

is made to the Industries, Merchants, Port Chester Daily Item, The Guide, Young Men's Christian Association, Corpus Christi Church, and the Board of Education for their fine cooperation in a spirit of community pride and to the Independence Day Committee for their augmentation of the Fourth of July Celebration and incorporation of the same into the Tercentenary, to the Columbus Day Committee for assuming the responsibility for the forthcoming Grand Parade of Progress.

The leader of our observance is "Chappie," our Supervisor and first citizen whom we esteem and whose devotion to our Town has indeed been inspiring, assisted by co-chairmen William L. Sniffen and Warren J. Lewin, and the committee comprised of progressive citizens who have worked together to make this the finest of celebrations.

The freshness of the youth and beauty of our queen bids us, while marking the passing years and appreciating the accomplishments, to look to the future for ever greater progress.

The souvenir plates and coins provide us tangible keepsakes of the occasion.

The memory of the various events when they shall have passed will long linger.

This booklet contains a historical sketch of our Town. It should prove informative, interesting and objective to our citizens to whom the same is dedicated.

COMMITTEES FOR 300th ANNIVERSARY CELEBRATION

TOWN OF RYE, NEW YORK

QUEEN'S COMMITTEE

Joan McGrath, Chairman, Warren Lewin, Harold Colvin, Frank Darling, Meyer Steinberg. Judges — Mrs. Ernest Jordan, Camillo Pagano, Edward Goettel, Robert Kestlinger, Mrs. Anthony Zaccagnino.

BAND NIGHT COMMITTEE

Edmund M. Forsythe, Chairman, Joan McGrath, Camillo Pagano, William Sniffen, Glenn Bailey.

FOURTH OF JULY COMMITTEE

Harold Colvin, Chairman, Dr. Yale Wilner, Terence Nugent.

COIN COMMITTEE

Wesley Hale, Chairman, Richard Learned, Robert Weinberg, Glenn Bailey, Harold Colvin, William Sniffen.

SOUVENIR PLATE COMMITTEE

Warren Lewin, Chairman, Irving Israel, Herbert Bocchino, Meyer Steinberg, Pat McNeill, Philip Sheridan.

PARADE COMMITTEE

Camillo Pagano, Chairman, Herbert Bocchino, Harold Colvin, William Sniffen, Terence Nugent, Harry Branstrom, Fred Ponty, James Renehan, Salvatore Rollo, Emil Fasolino, Herman Goodyear.

FLOAT COMMITTEE

Harold Colvin, Chairman, Camillo Pagano, William Sniffen, Wesley Hale, Harry Branstrom, Meyer Steinberg.

EXPOSITION COMMITTEE

Terence Nugent, Chairman, Irving Israel, Warren Lewin, William Sniffen, Edmund Forsythe, Harold Colvin, Robert Weinberg, Wesley Hale, Richard Learned, Roy Sniffen.

BANQUET COMMITTEE

Anthony J. Zaccagnino, Chairman, Herman Goodyear, Robert McKeever, Milton Miller, Edmund Forsythe, Barry Booth, Frank S. Tarascio, Russell J. Shaw, Arden Smith, Bud Johnson, L. Leslie Comstock, Rocco Rich, Frank Capeci, Dr. Frank Hopf, Dr. Arnold Gottlieb, Robert Harr, Howard Urband, David Kahn, Bert Raphael, Harold Behringer, William Britton, Peter Doern, Mrs. Edward Goettel, Mrs. Andrew Telesca.

CONCERT COMMITTEE

Glenn Bailey, Chairman, William Sniffen, Camillo Pagano, Mrs. R. Grote, Frank Darling.

HISTORICAL DISPLAY COMMITTEE

Warren Lewin, Chairman, Frank Darling, Pat McNeill, Mrs. R. Grote.

BOOKLET COMMITTEE

Louis C. A. Lewin, Chairman, Warren Lewin, Mrs. R. Grote, Philip Sheridan.

YOUTH COMMITTEE

Roy Sniffen and Mark Maxwell, Co-Chairmen, John Heft, Glenn Bailey, John Gibb, Frank Moeller, Milton Sculky, Alan Tillinghast, Neil Pagano, John Youngs, Harold Korstvedt, William Gleason, William Gralnick, John W. Rockey.

PROMOTIONS COMMITTEE

William Sniffen, Chairman, Glenn Bailey, Meyer Steinberg, Robert Weinberg, Herbert Bocchino, Patrick McNeill, Harold Colvin.

PUBLICITY COMMITTEE

Kenneth Eldridge, Chairman, Mrs. W. DeVeau, Warren Lewin.

TOWN OF RYE TERCENTENARY ART EXHIBITION COMMITTEE

Herbert Heyel, Chairman, Winifred DeVeau, Co-Chairman, Lillian Adams, Eleanor Andrews, Pearl Potter Bean, Robert Blattner, Rosaleigh Bitz, Alex Ceruzzi, Lamira Hall, Jane Olsen, Betty Quigel, Nancy Resetar, Ramon Yusi, George Dineen, Warren J. Lewin.

TOWN OF RYE 300th ANNIVERSARY COMMITTEE

HONORARY MEMBERS

Paul Dean Arnold

Mrs. James A. Bain

Robert H. Burdsall

Peter F. Capeci

Dr. Arthur Diedrick

Maurice A. Dougherty

Miriam Foster

Jack Gantz

Dr. Bernard J. Gioffre

Dr. Lewis R. Howell

Edward Jordan

Milton K. Kavey

J. Watson MacDowell

Dennis A. McKay

Mrs. Hugh W. McKay

Robert McKeever

Jack Mulwitz

Dr. Harmon Perry

Rev. Peter M. Rinaldi

De Haven Ross

Frederick G. Schmidt

Robert W. Schnautz

Rabbi Joseph Speiser

J. Fred Stahl

Louis Streger

John C. Thomas

Pauline E. Tingley

William E. Ward

Monsignor Lafayette Yarwood

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